

Transportation Planning Quarterly Report

April 2024

Administrative Activities

- Staff attended Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee and Policy Board meetings in January, February, and March
- Attended Thomas Jefferson Planning District Commission (TJPDC) Rural Transportation Advisory Committee meetings in January and March
- Attended monthly Virginia Department of Transportation (VDOT)-County Transportation meetings; in addition to staff from transportation planning, staff from ACPD, FES, Fire-Rescue, and Scottsville administration attended
- Attended Piedmont Mobility Alliance's Active Mobility Summit on March 21st
- Staff continued work on an improved Transportation webpage and launched an interactive project map

Transportation Planning Efforts

Smart Scale 2024

Albemarle County, CA-MPO, and TJPDC staff are collaborating with VDOT staff to identify projects for the upcoming round of Smart Scale. The pre-application period began on March 1, 2024 and closes on April 1, 2024. Final applications must be submitted no later than August 1, 2024. Albemarle County, the CA-MPO, and the TJPDC can each submit up to five pre-applications and up to four final applications. The following projects are being considered for submission and are listed by likely submitting entity:

(On projects identified throughout the report, numbers represent the project's priority ranking from 2019. Projects with "N/A" instead of a number are projects that were not prioritized as part of the 2019 prioritization process – the project may have been started before 2019, it may have been identified in a master plan or regional plan after 2019, or it may have been identified by a local or VDOT-led study after 2019.)

Albemarle County:

N/A. Rio Road and Hillsdale/Northfield/Old Brook Intersection Improvements: This project would construct a "bean" or "peanut"-shaped roundabout to improve safety and efficiency, effectively creating a single intersection from two signalized intersections that are less than 220' apart. This project would include shared use path on the north/east side of Rio and pedestrian crossings integrated into all legs of the intersection; existing sidewalk on the south/west side of Rio would remain in place.

#69. US 29 and Plank Road Intersection Improvements: This project would construct a Restricted Crossing U-Turn (R-cut). All vehicles coming from Plank Road would be required to turn right onto US 29. Plank Road left-turn and through vehicles would turn right, then make a U-turn at a dedicated downstream median opening to complete the desired movement.

N/A. Old Trail Drive/US 250 West Intersection Improvements: This would be a resubmission of a similar application that was not funded in the previous round. This project would construct a roundabout at the

Old Trail Drive/250 intersection with pedestrian accommodations, particularly for the pedestrian movement across 250.

N/A. Barracks Road Improvements Package – Georgetown Roundabout and SUP: The VDOT-led Project Pipeline study identified a suite of improvements along the Barracks Road Corridor from Georgetown Road into the City of Charlottesville. Albemarle County would apply for those improvements west of the Barracks Road and US 29/250 interchange, to include a roundabout at the intersection of Georgetown Road and Barracks Road, access management within the study area, and a shared use path along the south side of Barracks Road within the study area. The CA-MPO would be eligible to apply for the interchange and adjacent improvements (roundabouts at both ramp termini and an extension of the shared use path along the south side of Barracks Road into the City of Charlottesville) and/or the full package of recommendations, per new Smart Scale guidelines.

N/A. Ivy Road Improvements Package: The VDOT-led Project Pipeline study to identify improvements along the Ivy Road Corridor from Ednam Drive into the City of Charlottesville is behind schedule, making it unlikely that the County, MPO, or PDC will be able to apply for these improvements in this round. Specific improvements will be recommended at the end of the ongoing Project Pipeline process. While Albemarle County would be eligible to apply for any subset of the recommended improvements, the CA-MPO or TJPDC would only be eligible to apply for improvements at the interchange and/or the full package of recommendations, per new Smart Scale guidelines.

Charlottesville-Albemarle MPO:

#19. 5th Street and I-64 Interchange Improvements (Starbucks to Stagecoach): This project would reconstruct the existing unsignalized diamond interchange as a diverging diamond interchange or other improvement. This project would include shared use path and pedestrian crossings within the project limits.

#9. Pantops Improvements Package: This would be a resubmission bundling two previously submitted applications (**#9. US 250/Rolkin Road Pedestrian Improvements** and **N/A. US 250/Peter Jefferson Parkway Intersection Improvements, Park and Ride, and Access Management**). The former was not awarded funding; the latter was initially recommended for funding by VDOT staff, but was ultimately replaced by a different Albemarle County project in the final consensus funding scenario. This project would consist of the following elements:

- 1) An at-grade pedestrian crossing for all legs of the 250/Rolkin Road intersection
- 2) Continuation of the sidewalk on the southern side of 250 (that currently ends at Rolkin Road) to State Farm Boulevard
- 3) Add a right-turn only lane for eastbound traffic on 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing shared right-turn/thru-lane should be converted to thru-only
- 4) Implement a “Thru-cut” at the 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay
- 5) Construct a new park and ride lot on the northwest corner of the 250/Peter Jefferson Parkway intersection
- 6) Complete the median between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay. This

application may include at-grade pedestrian crossings of 250 at Pantops Mountain Road and/or Peter Jefferson Parkway.

N/A. Barracks Road Improvements Package – Ramp Roundabouts and Shared Use Path: The VDOT-led Project Pipeline study identified a suite of improvements along the Barracks Road Corridor from Georgetown Road into the City of Charlottesville. The CA-MPO would be eligible to apply for the interchange and adjacent improvements (roundabouts at both ramp termini and an extension of the shared use path along the south side of Barracks Road into the City of Charlottesville) and/or the full package of recommendations, per new Smart Scale guidelines. The Albemarle County application is described above.

Revenue Sharing 2023

Virginia Department of Transportation’s Revenue Sharing Program provides funding to localities for the improvement, construction, reconstruction, or maintenance of state highways. Localities can request up to \$10 million per round (odd years) and up to \$10 million per project over the project’s lifetime. Localities must provide matching funds for all state funds awarded.

In June, Albemarle County submitted five Revenue Sharing pre-applications. At the August 2nd Board of Supervisors meeting, staff noted that the County could not proceed with all five pre-applications, as the total of the five funding requests exceeded the \$10 million per round limit. The Board of Supervisors directed staff to proceed with three applications that have previously received Revenue Sharing funding and each cost less than \$20 million. Descriptions of the five Revenue Sharing applications and total project cost estimates are below. The projects that were submitted are highlighted in blue. Funding decisions have not been released as of the writing of this report.

N/A. Commonwealth Dr./Dominion Dr. Pedestrian Improvements (Total Cost: \$4,612,121) – This project will construct sidewalk segments to prioritize transit connectivity on Commonwealth Dr from Hydraulic Rd to Peyton Dr, along Commonwealth from Four Seasons to Dominion Dr, and along Dominion Dr from Commonwealth Dr to Rt 29. *Previously awarded Revenue Sharing: \$1,668,112; 2023 Revenue Sharing request: \$637,949*

#62. Berkmar Drive Bicycle and Pedestrian Improvements (Total Cost: \$12,143,005) – This project will extend the shared-use path on Berkmar Dr from Hilton Heights Road to Woodbrook Drive Consultants are preparing 20% designs and working with VDOT to obtain necessary waivers for several project elements. This project is being administered by Facilities Planning & Construction; please see their April 2023 quarterly report for project updates. *Previously awarded Revenue Sharing: \$1,345,000; 2023 Revenue Sharing request: \$4,726,503 (RS)*

#5. Berkmar Drive Extension (Total Cost: \$18,000,000) – This project will extend Berkmar Dr from its current terminus just north of Timberwood Blvd to Airport Rd and includes construction of a roundabout at the Airport Rd/Berkmar Dr/Lewis and Clark Dr intersection. Bike lanes and pedestrian facilities are included. *Previously awarded Revenue Sharing: \$3,684,000; Committed Telefee: \$3,984,000; 2023 Revenue Sharing request: \$6,316,000*

#8. Eastern Ave South (Total Cost: \$39,474,586): This project would construct a new roadway from the current end of Eastern Ave (south of Westhall Dr) across Lickinghole Creek to Cory Farms Road. The County has completed an Alignment Study (presented to the Board of Supervisors in January 2021), 30%

designs, and a Geotechnical Study to support this project. *Previously awarded Revenue Sharing: \$8,121,000; 2023 Revenue Sharing request: \$1,879,000*

N/A. Lamb’s Lane Campus Loop Road (Total Cost: \$8,338,601): This project would construct a “Loop Road” by extending Lambs Lane to connect to Hydraulic Rd via Georgetown Green; it would also construct a continuous green-T at the intersection of Georgetown Green and Hydraulic Rd and reconfigure the Albemarle High School entrance to right-in/right-out only. This is a new project. *Previously awarded Revenue Sharing: \$0; 2023 Revenue Sharing request: \$ 4,169,301*

Highway Safety Improvement Program (HSIP) 2023

The following projects were submitted by local VDOT staff on behalf of Albemarle County for funding through the Highway Safety Improvement Program. Staff should be notified in Spring 2024 regarding which projects will receive funding.

N/A. I-64 and US Route 50 Rockfish Gap Turnpike (Exit 107) Improvements: This project would reduce travel lanes on US 250 from four to two between Patterson Mill Lane and Yancey Mill Lane. It would also install a right-turn from the I-64 westbound off-ramp (Exit 107) onto US 250 eastbound.

N/A. Towncenter Boulevard and Community Street: This project would convert Community Street southbound approach to a right-out only (onto Towncenter Boulevard). The existing median on Towncenter Boulevard would be extended to discourage left-turns from the southbound approach.

21, 22, 18, 77, 71, N/A. US Route 29 Signal Optimization: This project would retime and/or optimize signals on US 29 between Angus Road and Airport Road/Proffit Road.

N/A. Route 29 Monacan Trail Road Northbound Lanes Roadway Treatment: This project would add high friction surface treatment to both northbound lanes on 29/Monacan Trail Road from mile marker 126.7 to 127.2.

N/A. Hillsdale Drive and Greenbrier Drive Intersection Improvements: This project would convert the existing stop-controlled intersection to a modular mini-roundabout.

Three Notched Trail Shared Use Path

Albemarle County was awarded just over \$2,000,000 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds to complete four major planning tasks (listed below) for a future Three Notched Trail Shared Use Path. Planning efforts will take approximately two years. Additional funding must be sought for project construction.

1. Conduct an alternatives analysis of up to three potential alignments for the shared use path;
2. Conduct stakeholder and public engagement to determine a preferred alignment;
3. Reach functional (30%) design for priority sections of the preferred alignment; and
4. Develop an implementation plan for the shared use path that identifies segments of the alignment that would have independent utility if constructed separately

Staff have finalized the grant agreement with FHWA and expect to release an RFP for consultants in early April 2024.

Move Safely Blue Ridge

The TJPDC was awarded a \$857,600 Safe Streets and Roads for All (SS4A) grant to develop a Comprehensive Safety Action Plan for Albemarle, Fluvanna, Greene, Louisa, and Nelson Counties, as well as the City of Charlottesville. Albemarle County committed to participating in the multi-jurisdictional initiative, including providing a portion of the required local match for the project. This safety action plan, which has been branded “Move Safely Blue Ridge,” will identify strategies to reduce and eliminate deaths and serious injuries on the roadway. Following the completion of Move Safely Blue Ridge, jurisdictions will be eligible to apply for implementation funding for projects or initiatives identified in the plan.

The Board of Supervisors were asked at their February 7, 2024 meeting to adopt a Resolution to commit Albemarle County to reduce roadway-related deaths and serious injuries. The Resolution satisfies one of the eligibility criteria established in the SS4A grant program, which requires a leadership commitment to reduce and eliminate roadway-related deaths and serious injuries.

Free Bridge Lane Promenade Pilot Program

An FY23 study considered two conceptual design alternatives for Free Bridge Lane: 1) southbound only vehicle traffic with an improved shared use path (one-way design), and 2) removal of vehicle traffic (promenade design). Staff presented both options at the January Pantops CAC meeting and to the Board of Supervisors in early March. Based on feedback from those meetings, the consultants prepared a final design package that illustrates the long-term vision for the preferred promenade design. This design package was shared with the Board of Supervisors at a June 2023 meeting.

Further, the Board directed staff to develop a Free Bridge Lane Promenade Pilot Program. Development of the pilot program identified the minimum necessary improvements (and the associated cost estimate) to immediately transition Free Bridge Lane from its current condition to a car-free promenade. Additional potential improvements were also identified.

CDD and ACPR staff are jointly working to identify funding to implement the promenade pilot program in FY25.

VDOT Project Pipeline Program

VDOT’s Project Pipeline program is designed to develop a steady stream – or pipeline – of high-priority projects that address identified VTrans needs and may be considered for implementation through funding programs such as Smart Scale, Revenue Sharing, and local and regional funding sources. The objective of the Project Pipeline program is to conduct studies across the Commonwealth with a focus on the priority locations and corridors that were adopted during the VTrans process.

There were kick-off meetings for two Albemarle County Project Pipeline studies on June 23, 2023. It was initially expected that both studies would be completed in time to prepare and submit applications for the coming round of Smart Scale; however, while the Barracks Road Pipeline Study is still on schedule, the US 29-US 250/Ivy Road & Old Ivy Road Pipeline Study is delayed. It is possible that some smaller, individual components could be ready for Albemarle County to submit as part of the coming Smart Scale round, but the full suite of recommendations for the corridor will not be ready on time

US 29 – US 250/Ivy Road & Old Ivy Road Study: The purpose of this study is to identify project recommendations for the Route 250 (Ivy Road) corridor, including the interchange with Route 29, within

Albemarle County and the City of Charlottesville. This study will focus on reducing congestion, improving roadway safety, reducing traffic congestion, improving access, and enhancing multimodal accessibility/connectivity (pedestrian, bicyclist, and transit), including how these needs might be satisfied by facilities within the Route 601 (Old Ivy Road) corridor. The study will build off previous study efforts for the study area led by VDOT and the localities and provide multiple opportunities for public input – including two online surveys, public meetings, and a corridor focus group. Stakeholder working group meetings were held on October 6, 2023 and March 5, 2024. A corridor focus group meeting was held October 23, 2023 to review the consultant’s initial proposed improvement concepts; another corridor focus group meeting is being planned (as of the writing of this report) for late March/early April, in which the group will offer feedback on “packages” of improvements prepared by the consultants.

Barracks Road (Georgetown Road to Emmett Street): This study is intended to identify projects to address transportation concerns (including pedestrian, bicycle, and transit access) along Barracks Road between Georgetown Road and Emmet Street. This study will provide multiple opportunities for public input – including two surveys and public meetings. A stakeholder working group meeting was held on January 18, 2024 to review the consultant’s recommendations for improvements along the corridor.

Fontaine Avenue

In Round 4 of Smart Scale, the Charlottesville-Albemarle Metropolitan Planning Organization submitted an application for improvements to the US 29 and Fontaine Interchange that were estimated to cost just over \$12 million. Specifically, the project would replace the existing unsignalized diamond interchange with a partially displaced left-turn. The new interchange will accommodate U-turns, allowing closure of the current left-turn movement from northbound Rt 29 to westbound I-64. A shared-use path is proposed through the segment as well. This project was intended to be more cost-effective than an unsuccessful Round 3 Smart Scale application that proposed replacing the existing diamond interchange with a diverging diamond. The Round 4 application was successful.

Stakeholders expressed concern that the proposed displaced left turn/R-cut interchange does not meet the long-term needs of the rapidly developing area. VDOT reviewed those concerns and prepared alternative project options, which they shared with the MPO Policy Board at their January 2024 meeting. The Board of Supervisors learned more about the project and next steps at their February 21, 2024 meeting. Ultimately, the MPO Policy Board determined to pursue one of the alternatives proposed by VDOT instead of the partially displaced left-turn.

The alternative design signalizes the ramps at Fontaine, still allows for the closure of the current left-turn movement from northbound Rt 29 to westbound I-64, includes construction of a shared use path, and does not include the construction of a loon near the intersection of Ray C Hunt and Fontaine. According to VDOT’s analysis of operations and level of service, the alternative design was found to outperform the original partially displaced left-turn design through 2045.

Plank Road Through-Truck Restriction

The state of repair of the existing Plank Road bridge over Mechum’s River (just north of the intersection with Craigs Store Road) limits the weight of vehicles using the bridge to no more than 17 tons. The Virginia Department of Transportation (VDOT) has proposed improving the bridge using maintenance funds. These improvements would increase the weight limit allowed on the bridge. Residents have

expressed concern that the weight limit change would result in increased use and larger truck traffic routing through Batesville. Given the condition and typical use of Plank Road, residents consider this additional truck traffic to be a safety concern.

The Board of Supervisors adopted a resolution at their September 6, 2023 meeting to formally request VDOT restrict through truck traffic on Plank Road between US 29 and US 250. The local VDOT office then completed a study, which recommends approval of the through truck restriction. VDOT held a 30-day public comment period beginning in January, and they reached out to the Trucking Association for comment. The study and comments have now been submitted to VDOT Central Office for review. If Central Office agrees with the assessment that the through-truck restriction is warranted, the Commissioner will need to give final approval before the restriction is implemented.

Safe Routes to School

Transportation Planning staff, in collaboration with Albemarle County Public Schools, was awarded a Safe Routes to School (SRTS) Walkabout Mini-grant for Woodbrook Elementary. The purpose of this grant is to invite stakeholders to walk around the school and experience current biking/walking conditions, share different perspectives, and identify potential solutions. Upon receiving the final report, staff from CDD, Albemarle County Schools, and VDOT met to discuss feasibility of implementing some short-term recommendations for the upcoming school year.

With CDD's support, Albemarle County Schools applied for another Walkabout Mini-grant for Brownsville/Henley this past fall, but there was an administrative error with SRTS, and the application had to be deferred and reapplied for this past spring. Mountain View will be applied for this grant in the fall.

FY24-29 Secondary Six Year Plan (SSYP)

The SSYP allocates funding for the construction, maintenance, and improvement of roads in the state secondary system – including the hard surfacing of unpaved roads. The SSYP identifies the Telefee and Unpaved District Grant funds for Albemarle County for the upcoming fiscal year and projects allocations of these funds for the following five fiscal years. The SSYP is updated and approved by the Board of Supervisors annually.

Staff has received the list of roads requested to be paved with the Rural Rustic Roads program in the FY 25-30 SSYP, which includes: Glendower Road, Burton Road, Burton Lane, Starlight Road, Henderson Lane, and Blair Park Road. Glendower Road and Henderson Lane have received enough votes to move forward with paving. Staff will present the draft SSYP at the April 3 Work Session, and the Board will vote on the SSYP at the May 15 Public Hearing.

Albemarle County Transportation Priorities

Staff are preparing an update of the Albemarle County Transportation Priorities list, which was last updated in 2019. Staff led a work session at the October 4, 2023 Board of Supervisors meeting to present the ranking methodology, as well as the draft rankings. Following feedback from the Board of Supervisors, staff will prepare final project rankings and present to the Board in early Summer 2024.

Comprehensive Plan Transportation Element

As part of the Comprehensive Plan update, staff is using population data, land use information, and public input to identify important activity centers throughout the county and, subsequently, how to facilitate movement through and between those centers for individuals of all ages and abilities, no matter the travel mode they choose. Both urban and rural transportation will be considered in developing a multimodal transportation system for Albemarle County. Transportation planning staff and long-range planning staff are collaborating on the background work necessary for this planning effort, such as drafting the Rural Area Transportation topic report; drafting Rural Area and Development Area Transportation goals, objectives, and action steps; and, reviewing/drafting the Multimodal Plan.

The Board of Supervisors reviewed and offered feedback on the Rural Area and Development Area Transportation Goals and Objectives at their March 20, 2024 meeting.

Moving Toward 2050

Moving Toward 2050 is the Charlottesville-Albemarle Metropolitan Planning Organization's Long Range Transportation Plan (LRTP). The LRTP is federally required and covers the City of Charlottesville and urbanized portions of Albemarle County. This plan, to be reviewed and adopted by the CA-MPO Policy Board, identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

Albemarle County supported public outreach for the LRTP by participating in a virtual and in-person public meetings on June 20 and June 21, 2023, as well as sharing information about an online public survey in late summer 2023. Albemarle County continues to support the LRTP process through decision-making in the MPO Technical Committee and providing analysis of County-related data.

Transportation Project Construction

Projects currently in design and/or under construction are listed and described below. Timelines for public hearings (when relevant) and expected construction beginning and completion dates (when available) are listed for each project. Projects that are administered by VDOT are listed first; projects that are administered by Albemarle County are in the following grouping. Projects funded by Smart Scale are identified by the notation (Smart) following the project information. Projects funded by Revenue Sharing are identified by (RS); projects funded by Transportation Alternatives are identified by (TA); projects funded by the Highway Safety Improvement Program are identified by (HSIP); projects funded by Albemarle County's Capital Improvement Program are identified by (CIP).

VDOT Administered

In Design

#14. Rio Road/John Warner Parkway Intersection Improvements: This project will construct a roundabout to address identified traffic issues at the intersection and improve pedestrian and bike facilities. Albemarle County committed \$2 million to this project.

This project has been fast-tracked by VDOT and incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in early 2025. **(Smart)**

#17. Belvedere Boulevard/Rio Road Intersection Improvements: This project would install a continuous green-T intersection treatment. With the continuous green-T, vehicles traveling along Rio Road would continue through the intersection without stopping. Vehicles turning left onto Rio Road from Belvedere Boulevard would use a channelized receiving lane on Rio Road to merge onto Rio Road eastbound. It is still to be determined whether this intersection treatment will be signalized. This project may include an at-grade pedestrian crossing of Belvedere.

This project has been fast-tracked by VDOT and incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September (at the National Guard Armory and at The Center at Belvedere), and construction is expected in early 2025.

(Smart)

#15. Route 20/Route 53 Intersection Improvements: This project will convert the intersection into a roundabout and include bicycle and pedestrian accommodations. Albemarle County committed \$1 million to this project.

This project has been fast-tracked by VDOT and incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in early 2025.

(Smart)

#7. Old Lynchburg Road/5th Street Extended Intersection Improvements: This project will address failing operations at the entrance to the County Office Building on 5th St with a roundabout that includes pedestrian crosswalks. Albemarle County committed \$2 million to this project.

This project has been fast-tracked by VDOT and incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in early 2025.

(Smart)

N/A. Rt 240/US 250/680 Intersection Improvements: This project will construct a roundabout at the 3-way intersection of Rt 240, Rt 250, and 680.

This project has been incorporated into the Albemarle Design-Build Bundle #2. Two public hearings for this project were held in late September 2023 (at the National Guard Armory and at The Center at Belvedere), and construction is expected in early 2025.

(HSIP)

#82 I-64/Exit 107 Crozet Park and Ride Lot: This project will construct a park and ride lot at the corner of Patterson Mill Lane and US 250 just south of the I-64 interchange. This lot could potentially be served by both the Crozet Connect and the proposed Afton Express transit lines.

A public hearing for this project was held in late January 2024. Construction is expected in Summer 2025.

(Smart)

#35 US 29 Shared Use Path (Seminole Lane North to Carrsbrook Drive): This project will construct a shared-use path on the east side of US 29 from Seminole Lane to Carrsbrook Drive.

Construction is expected in Spring 2026.

(Smart)

#6. Fontaine Avenue/29 Bypass Displaced Left-turn: This project will signalize ramps at Fontaine, close the current left-turn movement from northbound Rt 29 to westbound I-64, and construct a shared use path. This project does not include the construction of a loon near the intersection of Ray C Hunt and Fontaine.

A public hearing is expected in Fall 2024, and construction is expected in early 2026, although this schedule may be delayed due to design changes (from the partially displaced left-turn to the design described above). See page six for additional information. **(Smart)**

N/A. Fifth Street Hub and Trails: This project will complete a shared use path that connects a commercial space adjacent to Fifth Street to the Fifth Street Station shopping center. This trail would be the first of a planned network of trails in the area to connect pedestrians and bicyclists to commercial and recreational amenities. VDOT has organized a staff-level stakeholder committee to assist in the development of this project; they met in February 2023 and again in July 2023.

A public hearing was held in late 2023, and construction is expected in Fall 2026. **(Smart)**

#2 Route 250 East Corridor Improvements: This project will close the center turn lane with a median between the Rt 20 intersection and Rolkin Rd with potential breaks at Hansen Rd, Town & Country Ln, and People Place for limited movements and additional right-turn lanes as necessary. Sidewalk gaps will also be addressed. Albemarle County committed \$2 million to this project.

VDOT has bundled this project with Intersection Improvements at Route 20/US 250 to maximize cost efficiencies and minimize disruptions to US 250 corridor users. A public hearing is expected in Summer 2024, and construction is expected in Fall 2027. **(Smart)**

#3. Intersection Improvements at Route 20/US 250 in Pantops: The project will rebuild the traffic signal, add additional turn lanes and reallocate other lanes, add a pedestrian crossing of US 250 and crossings of Route 20 and Riverbend Drive, close existing sidewalk gaps approaching the intersection, and update all pedestrian curb ramps in the VDOT right-of-way.

VDOT has bundled this project with Route 250 East Corridor Improvements to maximize cost efficiencies and minimize disruptions to US 250 corridor users. A public hearing is expected in Summer 2024, and construction is expected in Fall 2027. **(Smart)**

#1. Hydraulic Road/District Avenue Roundabout: This is a proposed roundabout at the intersection of Hydraulic Road and District Avenue near Stonefield shopping center. This project was part of a previous and more comprehensive Smart Scale application for the U.S. 29 and Hydraulic Road intersection. This was recommended as part of the Hydraulic/29 Small Area Plan and is identified as a priority project in CAMPO's Long-Range Transportation Plan. A Citizen Information Meeting will be held in June 2024, and construction is expected in Fall 2028. **(Smart)**

#10. Avon Street Corridor Bicycle and Pedestrian Improvements: Druid Avenue to Avon Court: The project will develop a package of multimodal transportation improvements along Avon Street between Druid Ave and Avon Court. Improvements include bicycle and pedestrian

facilities, road widening on the west side of Avon Street, undergrounding a drain and improvement to stormwater retention. A public hearing is expected in Spring 2026, and construction is expected in Spring 2029. **(Smart)**

#8. Eastern Ave South (US 250 across Lickinghole Creek to Cory Farms Road): See detailed description in the “Revenue Sharing 2023” section.

#5. Berkmar Drive to Lewis & Clark Drive (Hollymead Town Center to Airport Road): See detailed description in the “Revenue Sharing 2023” section.

In Construction

#1. Hydraulic/29 Intersection Improvements: The major features of this project include removal of the left-turns from Hydraulic to US 29, a pedestrian bridge over US 29, a new transit station, and a roundabout at the Hydraulic/Hillsdale intersection.

Due to changes in how VDOT compensates property owners for project impacts, the overall cost of this project (and most other Smart Scale projects) now exceeds the original project budget. To reduce overall project cost, the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board voted to remove the continuous green T at Angus Road from the project package.

VDOT hosted a public hearing in late May 2022 showing initial design concepts for project features. Construction began in early 2024. Construction of the pedestrian bridge will likely be in Spring 2024 and the Hillsdale/Hydraulic roundabout will likely be in Summer 2025. **(Smart)**

N/A. Route 151/US 250 Roundabout: This project is expected to be complete in Spring 2024. VDOT is using HSIP funds to build a Truck Arrestor Ramp (TAR) west of the roundabout. The TAR was deemed necessary for safety purposes, given nearly three miles of 8% grade west of the intersection. **(Smart, HSIP)**

Albemarle County Administered

In Design

N/A. Library Avenue Extension/ Barnes Lumber Redevelopment – Design for this project is underway, and the project is expected to be complete by Summer 2026. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(NIFI)**

N/A. Crozet Square – Design for this project is underway, and the project is expected to be complete by Summer 2025. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(NIFI)**

N/A. Commonwealth Dr./Dominion Dr. Pedestrian Improvements – See detailed description in the “Revenue Sharing 2023” section. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(RS)**

#26. Old Lynchburg Road Bicycle and Pedestrian Improvements – This project would construct an enhanced sidewalk and multiple crosswalks along Old Lynchburg Road between Timberland Park Apartments and the Rivanna Trail trailhead south of Azalea Park to improve pedestrian safety and mobility. This project would include a crosswalk across Old Lynchburg Road (the Apartments are on the west side of the roadway and the park is on the east side). Funding to

complete design has been identified. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(CIP)**

#62. Berkmar Drive Bicycle and Pedestrian Improvements – See detailed description in the “Revenue Sharing 2023” section. Facilities Planning & Construction will provide further updates in their upcoming quarterly report. **(RS)**

In Construction

N/A

Transit

Regional Transit Partnership and Transit Governance Study

Staff attended the January, February, and March monthly meetings of the Regional Transit Partnership, hosted by the Thomas Jefferson Planning District Commission. Highlights from the meetings included presentations on the Transit Governance Study final report and recommendations and the Blue Ridge Health District’s transportation component of the Community Health Improvement Program (CHIP). Transit providers and TJPDC staff provided regular updates at each meeting.

Transit Stop Improvements

Staff continue to work with Charlottesville Area Transit and stakeholders to make improvements to transit stops throughout Albemarle County. Improvements include the installation of shelters, benches or other seating, and/or minor alterations to routing or stop locations that are intended to improve safety and/or convenience for transit users.

Transit stop improvement efforts may be coordinated with other transportation planning/construction projects – such as improvements to Commonwealth Drive transit stops. Additionally, transit stop improvement efforts may be coordinated with proposed development that can offer additional stop locations or amenities. Lastly, transit stop improvements may be coordinated with the “Sense of Place” project – spearheaded and led by Supervisor McKeel – to bring public art to select transit stops in the County; Sense of Place sites currently include Stonefield and Northside Library. The Sense of Place Working Group – which will help manage the logistics of identifying, installing, and maintaining the art at all Sense of Place locations – resumed with a meeting on August 7, 2023. Additional meetings were held on October 30, 2023 and February 23, 2024.

One significant challenge for making transit stop improvements in Albemarle County has been the lengthy process to receive VDOT approval for the construction of transit shelters within the VDOT right-of-way. DRPT staff have offered to assist Albemarle County staff in ensuring that transit shelters will be able to be located in the VDOT right-of-way for the Commonwealth Drive project, being administered by Albemarle County FES. This will facilitate faster approval of placement of the same shelter design in future locations/projects.

Microtransit Service

With Albemarle County’s support, Charlottesville Area Transit submitted a request for – and received – funds to implement a pilot program for microtransit service throughout the Places 29 and Pantops Development Areas. CAT has contracted with Via as a turn-key transit provider for this service. CAT and Via presented service details to the Board of Supervisors at their September 20th, 2023 meeting. The

Microtransit service launched on October 30th, 2023. Since service began ridership has been steadily increasing each week. The County, VIA, and CAT began a second phase of promotional efforts to continue to increase awareness of the service.

Development Projects

Transportation staff reviews and comments on transportation issues related to pre-application meetings and projects submitted for Zoning Map Amendments, Special Use Permits, and Site Development Plans. Transportation staff's role is to review the Traffic Impact Assessment (TIA) or other transportation information and assist the lead reviewer or engineer in the development and scoping of traffic studies and review of plans/plats for transportation and mobility issues such as transit, pedestrian access and interconnectivity. Major projects reviewed/discussed this quarter include:

- Oak Bluff Rezoning and TIA – Rezoning proposal of both single-family attached and detached, which includes the parcels south of Westhall Dr and west of Jonna Street. This proposal would be completed in two phases, with the phase north of Lickinghole Creek being Phase 1. This project also falls in the current alignment of the proposed Eastern Avenue Connector Road and bridge.
- Woodbrook Apartments Rezoning and TIA – Rezoning proposal which would include over 200 units of multifamily housing just north of Agnor-Hurt Elementary School between Woodburn Road and Berkmar Avenue. The Planning Commission recommended approval for this rezoning at their February 27 meeting.
- North Pointe Rezoning and TIA – Rezoning proposal in the northern part of the Places 29 Development Area across US 29 from North Fork. This would amend a Rezoning to remove some commercial square footage and add residential units.
- Seig Property Rezoning and TIA – Rezoning proposal for a mixed-use development including 1,100 residential units, 300,000 square feet of non-residential uses located on the southwest quadrant of I-64 and US 29
- Granger Development Rezoning and TIA – this development would provide a mix of housing types (up to 200 units or 6 DUA) and public amenity spaces, as well as greenway and trailway connections off Sunset Dr.

Reported Transportation Issues

Staff has been engaged in addressing local concerns related to a variety of transportation issues. Staff has instituted a documentation process to track these ongoing issues and keep a record of these concerns. This includes collecting relevant data and reporting through proper channels as appropriate. A tracking list of these concerns/issues has been developed and is reviewed and presented at monthly traffic coordination meetings with VDOT, Albemarle County Police Department, and other agencies. Following is a list of the primary issues staff has been working on in this quarter.

A note that as of March 2024, all speeding concerns will be directed to ACPD using their website: [Have a traffic safety concern? | Albemarle County, VA](#). Speeding complaints will no longer be documented by CDD unless ACPD finds a significant speeding concern, in which case CDD, ACPD, and VDOT will follow the approved process to pursue potential traffic calming solutions.

- **Requests for sidewalks/pedestrian infrastructure:** Elk Drive sidewalk, crosswalk across Fontana Drive into Delphi Drive, crosswalk across Stony Point Road to Trailside Drive, Pen Park Road,
- **Speeding concerns:** Greenwood Station Road, Vincennes Road
- **Safety concerns:** Rolkin Road and Abbey Road intersection, Polo Grounds Road (at the one lane underpass), Ashwood and US 29, Delphi Lane and Delphi Drive, Burnley Station Road and US 29, Fosters Branch Road and Route 20, Rio Road and Pen Park Lane, Rambling Brook Lane
- **Maintenance concerns:** Cascadia, Fontana Drive and Glenleigh, Stony Point Pass